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COUNTRY 1 East Germany

REPORT NO. [REDACTED]

TOPIC Neuruppin Airfield

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EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

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DATE OF CONTENT [REDACTED]

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DATE OBTAINED [REDACTED]

DATE PREPARED

26 February 1954

REFERENCES

PAGES 5

ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. At the end of December 1953, Major Volchanov (fnu) was the supply officer of the flying personnel at Neuruppin airfield. Volchanov was also responsible for re-construction work on the quartering buildings for the flying personnel and officers' dependents. [REDACTED] some officers' families had already been quartered in Neuruppin by the end of December.

2. The following observations were made at the field between 13 and 31 January:

13 January. During the morning, there was fair weather, during the afternoon, the weather became dull. No air activity was observed at the field throughout the day.

14 January. Flights above the clouds by MiG-15s or U-MiG-15s and individual flights by Po-2s were made up to the early afternoon.

The pilots of the Po-2s apparently were beginners as the curves were flown inaccurately.

15 January. During the morning, there was local flying by Po-2s and around 10 a.m. a MiG-15 or U-MiG-15 took off.

16 January. No air activity was observed. There was stormy weather. In addition to the 4 MiG-15 alert aircraft, 15 MiG-15s or U-MiG-15s were counted in front of the hangars.

21 January. Between 9:30 a.m. and 4 p.m., individual flights were made by MiG-15 or U-MiG-15s. There was fair weather.

23 January. No air activity was conducted throughout the day. The weather was fair.

24 January. Nineteen MiG-15 or U-MiG-15s were counted at the field.

25 January. Individual flights were made by swept-back jet aircraft. There was a 5/10 overcast.

26 and 27 January. There was intensive air activity throughout the day. The aircraft individually took off with some of them assembling in elements of twos after the take-off.

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29 January. Between 9:30 a.m. and about 4 p.m., there was air activity.

31 January. Around noon, 4 alert MiG-15s, 15 MiG-15 or U-MiG-15s and 1 single-engine aircraft were observed at the field. Truck [ ] was repeatedly seen moving between the field and Nietwerder.<sup>2</sup> 25X1

3. The following air activity and aircraft were observed at the field between 14 January and 6 February:

14 January. Some local flights were made by MiG-15 or U-MiG-15s and 1 Po-2. There was closed cloud base and intermittent light snow.

15 January. During the noon hours, two Po-2s made local flights. The sky was overcast with some low clouds and it rained.

16 and 17 January. There was no air activity. The weather was rainy and windy.

18 January. Individual local flights were conducted by MiG-15 or U-MiG-15s. During the morning, the weather was fair, later on, the weather became cloudy with intermittent rain. At nightfall, local flights were made by Po-2s.

20 January. During the afternoon, MiG-15s or U-MiG-15s practiced local flights to the right and Po-2s made local flights to the left. From 5 p.m. to midnight, some swept-back jet aircraft circled over the field.

25 January. During the afternoon, MiG-15 of U-MiG-15s made local individual flights.

26 January. Between 12:30 p.m. and 4 :30 p.m., there was air activity by swept-back jet aircraft some of which disappeared out of sight.

27 January. Between 9:30 a.m. and 5:15 p.m., swept-back jet aircraft with auxiliary fuel tanks practiced flying. There were no clouds and visibility was limited.

28 January. At 8:15 a.m., 8 MiG-15 or U-MiG-15s with auxiliary fuel tanks took off in elements of twos and assembled over the field in formations of four. Subsequently, additional aircraft took off. The aircraft landed after one-hour flights. Local flights were conducted by U-MiG-15s, the crews of which were exchanged after the individual landings. The weather was cloudless.

29 January. Throughout the day, formation flying was practiced by aircraft which climbed to high altitudes and, after 60 to 75 minutes, individually landed at the field. Once a formation of 9 aircraft was observed. A U-MiG-15 towing a sleeve target was repeatedly seen aloft. The towing rope was only half as long as those previously observed. Shortly after the take-off of the towing aircraft, 4 swept-back jet aircraft took off. These aircraft, however, were not observed attacking the sleeve target, but at an altitude of about 3,000 meters they made dives on the AA gun emplacement at the southern edge of the field or at the radar set. The towing aircraft flew around the field at an altitude of about 400 meters. All of the aircraft observed aloft, including the U-MiG-15s and the MiG-15s which made dives, were fitted with auxiliary fuel tanks.

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30 January. Formation flights were made toward the southeast at an altitude of about 3,000 meters. The aircraft disappeared in the distance. There were no clouds in the sky.

31 January. No air activity was conducted.

1 February. At 9:15 a.m., 9 MiG-15 or U-MiG-15s took off in elements of twos, assembled in 2 flights over the field and headed southeast at an altitude of about 3,000 meters. The weather was fair. The aircraft landed at 10:30 a.m.. Similar air activity was conducted between 2 p.m. and 3:20 p.m.

2 February. At 11:15 a.m., 8 MiG-15s or U-MiG-15s with auxiliary fuel tanks took off in elements of twos. The landings were made at 11:30 a.m.. In the afternoon a formation of 8 aircraft was again observed aloft.

3 February. At 9:30 a.m., a formation of 4 aircraft took off. There was cloudless weather which, in the course of the day, became overcast to a degree of about 9/10. During the afternoon, there was air activity by swept-back jet aircraft.

4 February. During the afternoon, there was formation flying by MiG-15s or U-MiG-15s.

5 February. Formation flying and diving was practiced in the afternoon. Between 10:30 a.m. and 2:15 p.m., a U-MiG-15 with auxiliary fuel tanks and towing a sleeve target repeatedly circled over the field.

6 February. Around 8:15 a.m., a formation of 2 flights of swept-back jet aircraft took off.

Almost every day during January, Po-2s were observed over Neuruppin. Some of them were believed to be courier aircraft as they were seen aloft at relatively regular intervals.

4. The following observations were made at the field between 14 January and 6 February:

14 January. Between 1 p.m. and 4:20 p.m., local flying was practiced by individual MiG-15 or U-MiG-15s, [redacted] At the same time, Po-2s with the white Nos 6 and 10 practiced take-offs and landings. There was a closed ceiling and intermittent rain. After 1 p.m., visibility cleared up to about 10 km.

15 January. Between 12:30 p.m. and 12:45 p.m., 2 Po-2s, including one with the [redacted] made one short local flight. There was a closed ceiling and it thawed considerably.

16 and 17 January. There was no air activity.

18 January. During the morning, the noise of engines was heard, but [redacted] no possibility to observe whether air activity was being conducted. At first, the weather was cloudless, later on, the sky became overcast and visibility was limited to 10 km. Between 4 p.m. and 4:20 p.m., an element of two aircraft with the Nos 1562 and 2459 was observed aloft. After 6:30 p.m., there was air activity by Po-2s, with up to 4 aircraft being aloft at the same time.

19 January. Between 3:30 p.m. and about 4 p.m., 1 MiG-15 or U-MiG-15 and 2 Po-2s were observed aloft. The swept-back jet fighter flew above the clouds.

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21 January. Between 8:45 a.m. and 4:45 p.m., there was air activity by swept-back jet aircraft. The sky was 6/10 overcast and visibility was limited to 20 km. Air activity included dives by individual aircraft which, after the take-off, climbed to an altitude of about 2,000 meters while flying a left curve. The aircraft then dived at an angle of 50 degrees and pulled out of dive at an altitude of about 600 meters, leveling off at about 300 meters. Each aircraft made 3 dives. Throughout the day, take-offs and landings were also practiced by MiG-15 or U-MiG-15s. The landings were made in a steep gliding flight at an angle of 25 to 30 degrees, with throttled engines. [redacted] the impression that the landing run was shorter than on normal landings. [redacted]

22 January. There was no air activity. The sky was 8/10 overcast, there were intermittent light showers, and a visibility of 10 km.

23 January. No activity was observed at the field. There was a 5/10 to 7/10 overcast, visibility of 20 km and a temperature of 10 centigrades below zero at 8 a.m.

24 January. No flights were made. There was a 9/10 overcast, good visibility, and a temperature of 6 centigrades below zero at 8 a.m.

25 January. During the morning the noise of engines was heard from the field [redacted]

Between 2:45 p.m. and 4 p.m., local individual flights were made. There was a 4/10 to 6/10 overcast, intermittent light snow flurries and usually a visibility of 10 km. The temperature had dropped to 10 centigrades below zero at 8 a.m. [redacted]

There were apparently no difficulties with the warming up and running up of aircraft engines, as was inferred from the regular noise of engines heard by source.

26 January. Between 10 a.m. and 3:45 p.m., there was air activity by swept-back jet aircraft. There was fair weather and a temperature of 15 degrees below zero at 8 a.m. Dives and high-altitude flights at 3,000 to 9,000 meters were made. MiG-15s involved in air activity [redacted]

27 January. Between 9:45 a.m. and 4 p.m., flights at high altitudes were again made. There were no clouds and a temperature of 10 centigrades below zero was measured at 8 a.m.

28 January. Throughout the day, formation flights were made at high altitudes, the aircraft emitting vapor trails. There was clear frost weather and a temperature of 10 centigrades below zero at 8 a.m.

29 January. Formation flying was again practiced throughout the day. There was the same cold weather as on the preceding days.

31 January. No activity was observed at the field. There were no clouds and the temperature had dropped to 24 centigrades below zero at 8 a.m. Around 2 p.m., 20 MiG-15s or U-MiG-15s including the alert flights were counted at the field.

3 February. Between 10 a.m. and 2 p.m., flights in elements of twos were made for 25 to 30 minutes duration and some flights by Yak-11s were conducted in or above the clouds. The degree of cloudiness increased in the course of the day and it snowed slightly.

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4 and 5 February. [ ] air activity was being conducted but could not observe any details.

6 February. Between 8:40 a.m. and 1 p.m., formation flying was practiced by MiG-15 or U-MiG-15s. There were no clouds.

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5. During the last days, in January, a special vehicle, probably a preheating car, towed by a truck, was repeatedly observed at the field. The special car was about 2.5 meters long and a height of about 1.6 meters, two axles and a gray-green coat of paint. A hose, 10 to 15 meters long and 25 to 30 cm in diameter was taken out of the rear section of the vehicle and put into the air intake aperture of the aircraft. During the starting procedure, the hose remained in the aperture for 3 or 4 minutes. [ ] heard that the engines were started without difficulties. Two or 4 operating personnel were observed near the vehicle and the aircraft. While the individual aircraft were being run up, no smoke, fire or steam was seen emitting from the air exhaust aperture.

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1. [ ] Comment. Major Volchanov is reported for the first time. Therefore his rank and assignment are not known.

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2. [ ] Comment. Neuruppin airfield is still occupied by a fighter regiment of the fighter division from Finow. The regiment is equipped with about 28 MiG-15 or U-MiG-15s. When compared with previous reports, conspicuously intensive formation flying was practiced during the period under review. An increased formation flying was also observed at other airfields during the same period. The intensive formation flying is possibly also connected with exercises by the Soviet Army. At the end of January and the beginning of February, there were exercises by the 12th Gds Tank Div from Neuruppin at the eastern edge of the Neu-Glienicker Forst northwest of Neuruppin and by the 6th Gds Mecz Div in the area of the Bernau and Eberswalde military posts. The type of air activity observed near Neuruppin airfield indicates that young pilots were being trained on Po-2s and U-MiG-15s.

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3. [ ] Comment. The described pre-heating of jet engines is reported for the first time.

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